



Whole No. 144



***The Canal Zone
Philatelist***
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Back issues of the journal, handbooks, and

Book Review

by David L. Farnsworth

Molas by Kate Mathews (Asheville, North Carolina: Lark Books, 1998) (ISBN 1-57990-020-8), 128 PAGES, 8 1/2 in. x 10 in. hardbound, \$24.95.

This book has some excellent features, but at the same time I found it very disturbing.

Molas are made by the Cuna Indians, who live in a large semi-autonomous region on the Caribbean side of Panama. Molas are cloth pieces sewn with the Cuna's appliqué technique and are used by them for fronts and backs of blouses.

This superbly photographed book is chock full of color pictures of molas and art works by award winning contemporary non-Cuna artists. These latter artworks contain molas or were inspired by molas' appliqué techniques.

The first part of the book contains

some facts about Cuna Indians and molas, photos of molas by Cunas and art works by non-Cunas, and a very detailed section on how to make a mola. The next 76 pages contain an example of each of 23 individual artists' works with instructions, hints on each piece, and lists of materials, tools, and supplies. These designers are topnotch. Many of the works are large, such as coats and jackets.

This is not the first book that I have reviewed about molas and not the first to contain mola-like works by non-Cuna artists or craft people. However, this is the first to bother my sensibilities; it actually repulses me. Many of the pieces by non-Cuna artists appear to be "ethnic" but whose "ethnic" is it? Is it the artists? This willy-nilly borrowing of symbols and One of the non-Cuna designers presents "spirit dolls." There are three cloth figures grouped together and

named Not Barbie Doll, Southwest Spirit, and Reggae Spirit. These caricatures are horrific representations of somebody, some people, or some ideas.

Some of the works have outstanding and visually appealing designs. I wonder what those artists think about the others with whom they are sharing space in this book. This small book raises some big issues. To me, this book could serve as a prototypical example of the bloodless and insensitive reproduction of symbols and techniques in a meaningless way.

I am not ignorant of the Post Modern theme in art and architecture of the last 30 years. Borrowing motifs is part of that. Also, diversity in culture can be a very good thing that strengthens and frees the culture and the individuals in it. But, meaning and integrity of design should be of prime importance.

U.S. Registry Labels on Mail from the Canal Zone and Panama – by David T. Zemer

In the *Canal Zone Philatelist*, whole numbers 44, 45, 46, and 47, Thomas Brougham covered the history of early registry service in the Canal Zone. His focus was on the Canal Zone registry service and he quotes from a letter dated September 8, 1905, that the first "...5,000 gummed registry labels and 2,000 foreign registry receipt forms..." were being sent from the United States and were only to be applied at exchange offices. The Cristobal Post Office was designated as the exchange office for the Canal Zone and appears to have been the only one to use these United States registry labels.

Over the years I had seen registered covers from many countries with registry labels and because of the Brougham article I had an idea of why they were attached to registered letters.

From time to time I also saw covers in to and out of the Canal Zone and Panama which sometimes had a second registry label, (Fig.1.), from the United States attached to them but I was never able to see enough of them together to deduct a pattern to their usage.

It wasn't until I read an article in the *New York Collectors Club Philatelist* that I begin to understand the logic for their usage. What had attracted my eye to this article was a picture of a registered cover from Bocas del Toro, Panama, to Chicago, Illinois, with a U.S. registry label

from Mobile, Alabama. This article was the second of two entitled "Update on U.S. Registry Labels for International Mail", by Alfred F. Kugel.

I then went to the *Colombia and Panama Philatelic Bibliography* (Ref. 2) and the *CZP Cumulative Index* (Ref. 3). Except for the previous Brougham articles that appeared in the *CZP*, I did not find any information on these labels. Fairly confident that I had found a topic that was interesting, and on which nothing had been published, I started researching the use of these registry labels first on mail to and from Panama and then expanded this research to include the Canal Zone.

The explanation by Mr. Kugel should be of interest for the collector of any registered covers that originated in, entered or transited the United States from the 1880s to early 1911. I have summarized parts of Kugel's article here as it provides additional information on the use of these labels on mail to and from the Canal Zone.

In 1882 at the U.P.U. convention in Paris the following resolution concerning registry labels was made "Registered articles must bear a label or impression of a stamp, in a distinct manner, the capital letter R, in Roman text." In its original announcement, *United States Official Postal Guide* for December 1882, the Post office stated that twenty different

exchange offices had been designated to deal with international registered mail. Only mail to Canada was exempt from the requirement that registry labels be attached to mail from the United States to foreign countries.

Later fourteen additional offices, including Cristobal, Canal Zone, were added to this list. Only three of the 34 offices, New York City, New York, San Francisco, California, and Mobile, Alabama are known to have added registry labels on mail going to or from Panama.

I was puzzled to find covers from only one of these cities in the United States, New York City, which had affixed registry labels on mail to or from the Canal Zone so I reread Brougham's article.

In it he cleared up some of my questions when he quoted from a letter dated August 27, 1904, from the Acting Third Assistant Postmaster General in Washington, D.C., to Paymaster E.C. Tobey who was in charge of Post Offices in the Canal Zone. Tobey was told that "... all registered mail for destinations outside the Canal Zone should, for the present, be ... labeled to the Postmaster at New York, NY".

From this letter and from the list of registered mail in this article it appears that all registered mail to or from the Canal Zone that transited the United States during the registry label period and which received United States registry labels was sent only through New York City. This appears to be without any regard as to how long it would take for the mail to reach its destination.

Some registered mail had been sent through New Orleans even though it was labeled to New York. In a letter of June 13, 1905, the Acting Third Assistant Postmaster General had mentioned that registered mail to and from the Canal Zone but labeled to New York was received in New Orleans. Thus it would appear that sometimes the quickest route was used but I have never run across any Canal Zone mail with any labels attached in the United States except



Fig. 1. Cover sent from Ancon, Canal Zone, June, 25 1906, to Belingwe, S. Rhodesia, South Africa with a NEW YORK EXCHANGE label.

those from New York City.

I have restricted this article to information on labels from Mobile, San Francisco, and New York as they attached registry labels on mail to or from Panama. The first and only "Panama" cover with a San Francisco label that we were able to find was only discovered by Federico Brid two years ago, Fig. 2. It was sent from Panama, November 26, 1894, was received in New York on December 11, 1894, received in San Francisco, December 17, 1894, where a registry label was attached, and then received in Hong Kong, January 19, 1895. There is a New York cancellation on the backside but no New York label is attached.

It appears likely that other registered mail from Asia would have come into the United States through San Francisco and received a San Francisco label on the way to both Panama and the Canal Zone. Both the Panama and Canal Zone surveys failed to turn up any such covers. The only Asian registered cover found is a registered 1892 cover from Yokohama, Japan to the Panama Railroad. Unfortunately for this research it was sent via Vancouver, Canada where it only received a Canadian cancellation. In New York a rarely seen New York "City" label was added before it was sent onward to Panama.

New York labels are by far the most common and Kugel estimates there

are thousands in the hands of collectors and they account for over 90 percent of all known covers. The New York labels came in several different types and in many different printings. Only the New York Post Office issued labels with "Exchange", or "City", on the right-hand side. It is assumed that the "Exchange" labels were to be used on letters in transit and the "City" labels were to be used on letters originating in New York.

Kugel says that this difference was often ignored and "City" labels were used on letters to and from Panama that went through New York. In our survey of Panama covers the latest dated cover with New York "City" labels was from 1895 so I did not expect to find any to or from the Canal Zone.

The only rare New York label is one designated for 3rd and 4th class mail and fewer than five examples are recorded, none of which originated in or was sent to the Canal Zone or Panama.

Gary Weiss published an article with a photograph of a cover from Ancon through New York City with a New York Exchange label (CZP 119:19, Fig. 3.) This cover, cancelled in Ancon, on August 8, 1905, is on record as being the earliest known registered cover from the Canal Zone to a foreign destination. So far as I know this is also the earliest known usage of a New York Exchange label on mail to or from the Canal Zone.

San Francisco was the primary trans-Pacific dispatch point and was the second most common label seen, with a known inventory of about fifty. Only one cover is documented as coming from Panama and none from the Canal Zone. None are documented going to Panama or the Canal Zone with a San Francisco label.

Mobile was the principal U.S. shipping point of the Gulf of Mexico and at the time that Kugel's article appeared in the *Collectors Club Philatelist*, he estimated that about 15 examples exist with Mobile registry labels. I could not find any covers to or from the Canal Zone with a Mobile label attached to them.

The Mobile labels appear with many varieties of lettering and format. Mobile had three types of labels, with the name of the city being printed, added in manuscript, or added by a rubber stamp. None of the latter type was found in our survey of covers from Panama.

Mobile appears to be the only post office that attached registry labels to mail that was delivered within the United States. Less common is mail from Panama that came into Mobile, received a Mobile label, was sent to New York, received a New York label, and then transferred to a foreign country.

Registered covers with labels were also attached to mail from foreign countries to both Panama and the

(Continued on next page)



Fig. 2. Cover from Panama to Hong Kong, with a SAN FRANCISCO REGISTRY label.
Courtesy Federico Brid



Fig. 3. Cover sent from Ancon Sta. A, CZ Aug. 28, 1905, to Dresden Germany with a NEW YORK EXCHANGE label.



Fig. 4. Cover sent from St. Petersburg, Russia, arriving Dec. 10, 1908 at Ancon, Canal Zone with a NEW YORK EXCHANGE label.

Canal Zone, Fig. 4.

On January 24, 1911 the Postmaster General ordered the exchange of offices to "forthwith omit foreign registration labels". However some labels have been recorded as being used for their original purpose after this date and some later were used in lieu of official seals on letters that became opened or damaged in transit. I was unable to find any such usage on covers to or from the Canal Zone or Panama.

In the September, 2001, issue of *COPACARTA*, the publication of the organization of Colombia and Panama Philatelists (COPAPHIL), I published what was known about the use of U.S. registry labels on registered covers from Panama to the United States, from Panama through the United States to foreign destinations, and on covers from foreign countries that transited the United States on the way to Panama.

In order to have an overview of how many covers from Panama exist with U.S. Registry labels, several collectors searched their collections and three large collections were examined. These collections were the Helme's Registered Cover collection 1881-

1906 (from a photocopy made before the estate sale), the Brid 1906 Hamilton collection, and the Zemer 1909 American Bank Note collection. In addition old auction catalogues and photocopies of offers from dealers were reviewed.

Table 1 summarizes what was found. There may be a few covers that were counted twice as no attempt was made to compare pictures from catalogues or from dealers with those in the above collections. On the other hand the total amount is probably undercounted because we believe that U.S. Registry labels were sometimes put on the back of envelopes and in some cases we only had photographs or photocopies of the front of the cover.

I would like to conduct a similar survey of covers from the Canal Zone for future publication in the *CZP*. Table 2 lists those that I know about which were mailed to or from the

(Continued on next page)

Table 1 Survey of Covers Originating in Panama with US Registry Labels

| | NY Exchange | NY City | Mobile | San Francisco |
|----------------------|-------------|-------------|------------|---------------|
| Number of Covers | 162 | 7 | 24 | 1 |
| Earliest Known Cover | 1884 | 12 Jan 1892 | 9 Aug 1899 | 26 Nov 1894 |

Table 2 Listing of Covers to or from the Canal Zone with US Registry Labels.

| Origin | Transit | Transit | Destination | Source |
|--------------------------------------|-----------|----------|-----------------------|-------------------|
| Ancon (Jul 23 1906) | Cristobal | New York | Berlin, Germany | Kugel |
| J'berg, South Africa | New York | | Ancon (May 30 1907) | Kugel |
| Cristobal (Feb 26 1908) | New York | | Paris | Kugel |
| Ancon (Oct 10 1905) | Cristobal | New York | London | Kugel |
| Ancon (Dec 14 1906) | Cristobal | New York | J'berg, South Africa | exWilde |
| Culbera (Feb 6 1907) | Cristobal | New York | Bosnia | exWilde |
| Boston | New York | | Ancon (Jul 11 1906) | exWilde |
| Bohio (Oct 26 1906) | Cristobal | New York | Wiesbaden, Germany | exWilde |
| Ancon (Aug 28 1905) | Cristobal | New York | Dresden, Germany | Weiss |
| Ancon (Jun 25 1906) | Cristobal | New York | Belingwe, S. Rhodesia | Zemer |
| St. Petersburg, Russia (Nov. 3 1908) | New York | | Ancon (Dec 10 1908) | Zemer (CZSG SALE) |
| Ancon (Aug 16 1907) | New York | | Germany | 1986, Lot 902 |
| Lisbon, Portugal | New York | | Ancon (Oct 1 1907 ?) | 1986, Lot 970 |
| Cristobal (Dec 7 1910) | New York | | Unknown destination | 1987, Lot 803 |
| Empire (Jan 13 1908) | New York | | London | 1988, Lot 949 |
| Romania | New York | | Ancon (Aug 29 1908) | 1993, Lot 831 |
| Ancon (no date) | Cristobal | New York | England | 1997, Lot 716 |
| Ancon (Sep 9 1910) | Cristobal | New York | England | 1997, Lot 730 |

Canal Zone. To better identify each as a unique cover I have given the town or city of origin in column one. The towns that the cover transited are given in columns two and three (if it was possible to discern a transit). The destination is in column four. The fifth column lists the present or past owner of each cover with the exception of the last seven covers, which were found in Canal Zone Study Group Mail Sales in catalogues dating back to 1986. For these covers the year of the mail sale and the lot number is given. The four covers from the Kugel collection are shown as Figures 5-8. To further help identify each cover I have also included a Canal

Zone cancellation date, when it was possible to find one.

As this is the first published list of known covers with United States registry labels to or from the Canal Zone, there are no doubt more and it is my hope to be able to update this listing in the future.

I would appreciate details of additional Canal Zone covers that have United States registry labels on them and if possible a photocopy or computer scan of both sides of the envelope. Please send these to:

David T. Zemer, P.O. Box 654
Skoeyen, NO-0214 Oslo, Norway
or email: LZEMER@ONLINE.NO.

References

- (1) Alfred Kugel, New York *Collectors Club Philatelist*, Number 5, September-October 2000. Volume 79; Number 6, November-December 2000
- (2) Mitchell and D'Elia, *A Philatelic Bibliography For Colombia and Panama, 1865-1999*, produced by COPAPHIL, The Colombia/Panama Study Group, El Cajon, California, 2001.
- (3) Weiss and Spielberg, *Cumulative Index, 1953-1999*, Supplement to the Canal Zone Philatelist

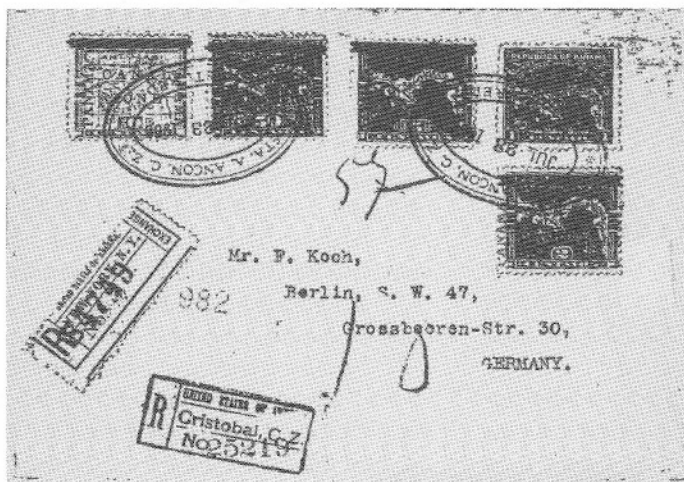


Fig. 5. Cover sent from Ancon, Canal Zone, July 23, 1906, to Berlin, Germany.

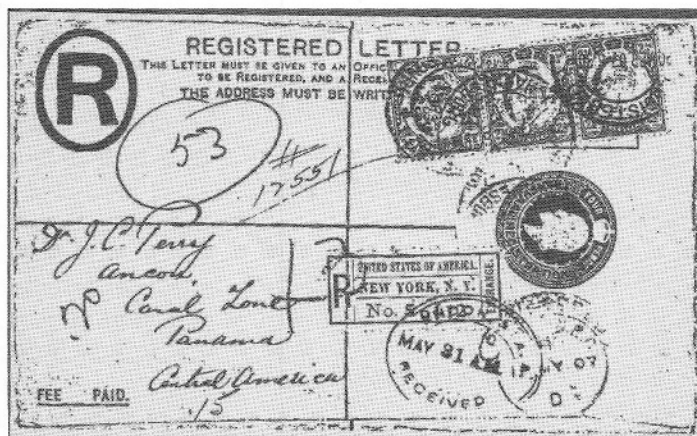


Fig. 6. Cover sent from Johannesburg (SP), South Africa, arriving May 30, 1907, at Ancon, Canal Zone.

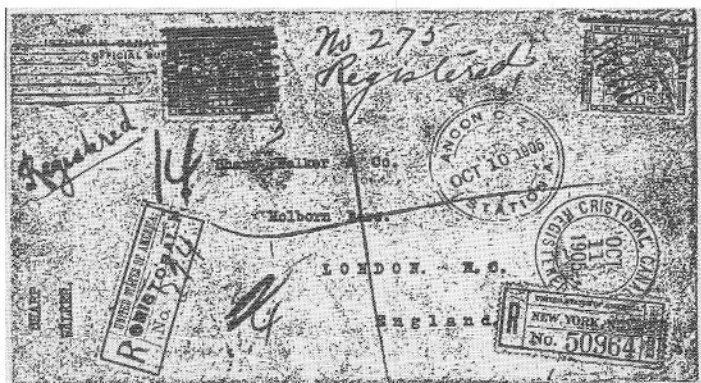


Fig. 7. Cover sent from Ancon, Canal Zone, Oct 10, 1905, to London, England.

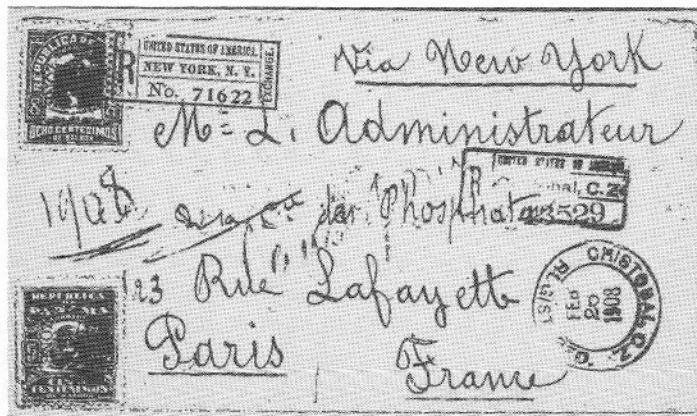


Fig. 8. Cover sent from Cristobal, Canal Zone, Feb 26, 1908, to Paris, France.

Another New Variety of No. 20 by Jim Crumpacker

The Patient

A block of four of Scott 20, shown at right is an innocuous appearing block of No. 20. This was purchased by me at a show some years ago, more for the price than for any perception of something unusual about it.

The Examination

The block evidences no varieties obvious without close measurement. Both horizontal bars terminate at the right edge of the two stamps on the right, giving a very good clue that they came from the fifth or tenth vertical column. After that, plating the block via Plating Table 6 from *Canal Zone Stamps (CZS)*, pages 314-5, was very easy. The broken letters and other characteristics confirm the positions to be 24, 25, 34, and 35; the various proofs are shown below.

The Proofs

1. Both "bars" end at the right edge of two stamps, see above.
2. The spacing from the bars to PANAMA is 2.4-2.5mm on the top pair and 2.25mm on the bottom pair, which is what they are supposed to be for the positions stated.
3. Position 24 has a gap in the bar 2mm to the left of the right PANAMA, as expected. See page 311 of CZS.
4. The broken letters of CANAL ZONE match the listings in "Plating Table 6" on pages 314 and 315 of CZS.

The Mystery

On all known copies of CZSG 20.6 (3mm spacing between "8" and "cts.")



CZ No. 20, pos. 24, 25, 34, 35.

instead of normal 2.5mm spacing from fifth and tenth vertical columns) there has never been reported a spacing other than 3mm on the fifth or tenth vertical column. However, actual measurements on this block reveal that all four stamps in it have a 2.5mm spacing between "8" and "cts."

The Solution

Some analysis and further reading of CZS supplied the answers: on pages 62 and 63 of that tome, it is explained that the existence of Scott 20d, 8 cts. double, was caused when "the surcharge on the left half of a pane being shifted one row to the right, causing the sixth vertical row to have 8 cts. double when the right half of the pane was surcharged."

An astute observer will note that this block is centered to the top and

left. Figure 4.76 on page 63 of CZS shows positions 26 and 27 with the former representing both CANAL antique, Scott 20a, and Scott 20d, "8 cts." double. This error item is also centered to the top and left, leading to a reasonable presumption that they were once part of the same pane.

It therefore becomes clear that the "8 cts." surcharge which on this block purports to be from positions 24, 25, 34, and 35, is actually from positions 23, 24, 33, and 34. None of these latter positions have, or are supposed to have, a 3mm spacing between "8" and "cts."

So, we have a new variety, of which only 10 can exist... unless, perhaps, one cares to delve further into other overprint shifts on No. 20.

President's Report

continued from page 37
nicely, with a first draft having been completed. As with the previous edition, a price list is expected to be included when the volume is sent to you. It has been a good year for our publications, with the second edition of the *U.S. Naval Slogan Cancels* opus already in your hands.

With regard to this latter work, a disservice was done to Roger A.

Wentworth, who co-authored the first edition of the *U.S. Naval Slogan Cancels* work, published by us in 1990 as CZSG Handbook No. 7. The second edition does contain a great amount of new material, but the bulk derives from the 1990 offering. Mr. Wentworth's name should have been included as co-author of the 2002 release and among other things, the introduction to the first edition ought to have been included as part of the

second edition. Our apologies to him. Should there be a third edition of this outstanding work, we will see to the necessary corrections.

A major offering of great Canal Zone rarities is expected to be made by the auction firm of Robert A. Siegel in February, 2003. Prices for better CZ philately seem to be on the increase. We are certainly looking forward to a strong auction season.

CZSG and COPAPHIL at PHILATELIC SHOW 2002

Boxborough MA (3-6 May 2002)

By Alan Bentz

Meetings of the The Canal Zone Study Group and the Colombia Panama/Philatelic Study Group were held consecutively in the same room with many of the same people. Those attending the CZSG meeting were: Alan Bentz, Federico Brid, Jim Cross, Bill Fall, Allan Harris, David Leeds, George McHugh, Richard Potter, Michael Schreiber (Linn's Managing Editor), David Smith, David Zemer and Jon Zurwell.

The meeting was the best in memory for the Northeast, due in large part to the contributions of the speakers. Bill Fall provided a program in color showing a Show Cover that he later handed out. Dave Smith handed out a sample of CZ postal stationery to each attendee. George McHugh brought CZSG Application forms, many books, a sample of his album with actual stamps, including a #15, which was determined to be a fake and other items of interest. Pens were handed out from the Panama Canal Foundation Museum, and a door prize was presented of the Museum's 2002 Calendar featuring CZ Post Offices - won by Jim Cross.

The meeting was kicked off by Bill Fall, who originally was to have talked about his 170-page book on the Canal Zone told with stamps, photos and post cards. He did have the book with him, but chose to give a talk entitled *Gatun Locks as a Dry Dock* that was inspired by David Leeds' article

on the C-Class submarines dry-docked in the center chamber of Gatun Locks before the Canal was opened. He projected the talk from his computer, using slides, animation and high-tech fade-ins. In one picture post card, he noted that the dredge *Corozal* was in the lock beyond the submarines. He decided to find out how it got there and why. It seems at the time there was no existing dry dock big enough for the *Corozal*, and the submarines were already in the Gatun Lock. Bill showed an animation of how they got it in past the submarines. The ballast tanks of the subs were filled to keep them on the bottom, and the lock filled while the *Corozal* was floated in, then the chamber was emptied.

Bill Fall has shown remarkable creativity and originality in making cachets relating to the Canal Zone. As a special treat for those attending, he prepared a cover with a cachet of a 1952 first day Postal Card with a CZSG logo and masthead from the Web Site. Printed below was "Golden Anniversary (1952-2002)." He franked the cover with a Happy Birthday stamp, and had a show cancel applied on the day of the meeting.

David J. Leeds then discussed CZ philately in general and the current Mail Sale in particular. There were 50 owners and 200 bidders for 1267 lots. Although it was an overwhelming job, it is nearing completion. He discussed some of the rarities in the auction, and was complimented on the superb quality of the graphics in the catalog. David contributed to the discussions at the meeting from his

wealth of background as a collector and Editor of the *Canal Zone Philatelist* for many years.

David J. Smith gave a presentation on the *CZ Postal Stationery*. He wrote a 12-page Primer to hand out (10 of the pages were illustrations). He thoughtfully handed out a piece of postal stationery to each attendee.

George McHugh gave a talk on early CZ stamps focussing on five regular issues of the 8c on 50c bistre brown Colombian Department of Panama stamps (CZSG #s 14, 15, 18, 19, and 20). They are overprinted with a bar. "8 cts" (with and without a period after it) with three types of "8", with different thicknesses, and PANAMA printed in various up and down configurations. He made tables to distinguish these 5 stamps, and also the Types I-V Canal Zone overprints.

We had show and tell, with many contributions made by knowledgeable members of COPAPHIL who attended.

Philatelic Show 2002 featured 9 exhibits in 38 frames from the Canal Zone Study Group, and 8 exhibits in 51 frames (4 exhibits; 18 frames non-competitive) by the Colombia/Panama Philatelic Study Group. CZSG Exhibits, and Awards are shown in the table below:

*Recruit a
New Member!*

| EXHIBITOR | EXHIBIT | FRAMES | AWARD |
|------------------------------|------------------------------------------------|--------|---------------|
| Irwin J. Gibbs | Canal Zone Postal Stationery (1907-1924) | 8 | Gold |
| Paul F. Ammons | Canal Zone Second Air Mail Series | 10 | Vermeil* |
| Alan P. Bentz | Canal Zone 1939 | 10 | Silver |
| Alan P. Bentz | Canal Zone Seapost and Paquebot Cancels | 2 | Silver-Bronze |
| Richard Potter | Canal Zone Postal Stationery | 2 | Silver-Bronze |
| David J. Smith | Canal Zone Postal Cards (1907-1978) | 2 | Bronze |
| Richard Potter | Canal Zone Blocks and Panes | 2 | Bronze |
| Single-Frame Exhibits | | | |
| Armand Cote | FAM5 Inaugural Flight Covers and Cancellations | 1 | Silver |
| David J. Smith | Canal Zone Overprints (1906-1921) | 1 | Silver-bronze |

* Winner CZSG Exhibitor's Medal

Auctions

by Jim Crumpacker

For once, a number of important Canal Zone philatelic items came out of hiding and highlighted the second calendar quarter, April 1-June 30, 2002. Some lots from the Plass Sale of 1993 were pried loose from their owners' grasps and offered. Nearly all did much better than in the 1993 sale, so Canal Zone philately is in pretty good shape. Auction houses large and small had an interesting item or two.

As always, the first price shown below is the gavel price plus commission. That figure is promptly followed by the catalog value, in parenthesis, from the 2000 Scott's Specialized Catalogue.

1d, PANAMA reading down and up, OG, H, F-VF in pair w/ normal, both s.e. \$1668 (\$1250) Ivy & Mader

1 var., PANAMA 16mm long, OG, H, XF \$661 (\$600) Ivy & Mader

6, pl. bl. of 6 w/ imprint, #1888-L, OG, H, F-VF \$1380 (\$1400) Ivy & Mader

15 var., P. NAMA, TG, H, VF \$5750 (\$3250) G. Manning

7, OG, H, almost VF \$55 (\$175) Harbour

13 var., 13, spaced A-L in CANAL, OG, H, F in imprint bl. of 4 w/ 3 normals \$231 (\$268) Harbour

23a, horiz, pair, imperf between, OG, H, VF \$2185 (\$2000) Ivy & Mader

23h, double overprint, one of which is ZONE CANAL diagonal, 2 copies in bl. of 4 w/ 2 23d double overprint, one diagonal, TG, H, F-VF \$5750 (\$9500) Ivy & Mader

Book Review

Isthmian Crossings by Ruth C. Stuhl and George M. Chevalier (ISBN: 1-4010-0457-1), 391 pages, \$19.50.

The book is composed of the actual stories of the crossings of the Isthmus of Panama written by participants from the early Spaniards through the "49ers" up to the 25th Anniversary Transit of the SS Ancon in 1939.

The book may be ordered from the publisher Xlibris, (1-888-795-4274) or direct from G.M. Chevalier, 3874 Diamond Oak Way, Zellwood, Fl. 32798, who will autograph it and provide enlargements of select maps.

39e, inverted center and overprint reading down, OG, H, VF \$358 (\$700) Harbour

46d, ZONE CANAL and 46b, double overprint, 2 of each in top margin bl. of 4, TG, H, F-VF \$5175 (\$4100) G. Manning

56d, horiz. pair, left stamp w/o overprint, OG, H, F-VF w/ left margin \$2070 (\$1000) Ivy & Mader

56f, ZONE double, OG, H, F in L/ B margin pair w/ normal, crease in margin only, \$1093 (\$1009) Ivy & Mader

57, OG, NH, barely F \$72 (\$300) Rumsey

58, OG, H, F \$150 (\$275) Ivy & Mader

67, OG, H, F-VF \$242 (\$500) Rumsey
71c, CANAL only and 71d ZONE CANAL, 2 of each in TL margin bl. of 4, OG, H, F \$4025 (\$4500) G. Manning

87, pl. bl. of 6, #16378-UL to incl. CANAL wrong font, OG, H, F-VF \$1323 (\$n/a) Ivy & Mader

91a, ZONE only, w/ bottom margin, in vert. pair w/ 91c ZONE CANAL, OG, NH, VF \$1380 (\$1075) Ivy & Mader
160, coil roll of 3000, OG, NH, F-VF \$94 (\$n/a) Harbour

C25a, horiz, pair, imperf, vert., OG, H, F \$1093 (\$1000) Ivy & Mader

J14, OG, NH, F-VF \$88 (\$250) Harbour

J14, pl. bl. of 6, #6555-B, OG/TG, H, VG-F \$1100 (\$3600) Dutch Country.

J18a, ZONE ZONE, OG, NH, F-VF in bl. of 6 w/ 5 normals \$2070 (\$1290) G. Manning

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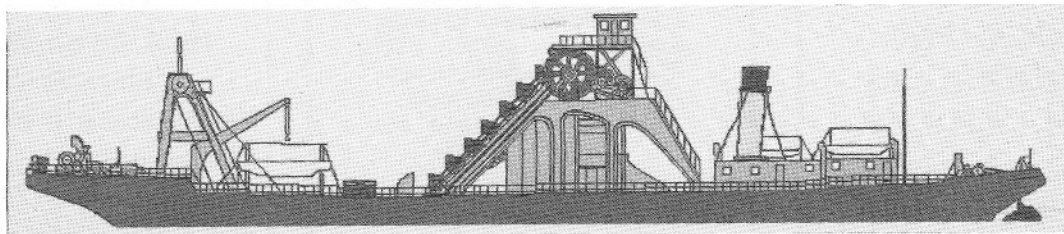
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The I.C.C. Sea-going Dredge *Corozal* – by William Fall



The twin screw, sea-going, hopper dredge *Corozal* was built by William Simons and Co. Ltd., of Renfrew, Scotland in 1911. She sailed from the UK to Balboa, Canal Zone via the Straights of Magellan, some 12,064 miles, arriving on the Isthmus 117 days later on March 27, 1912. The *Corozal* was immediately put to work in the Pacific area and operated between Balboa and the Miraflores Locks removing material that was too difficult for the smaller French era dredging fleet then in use. The dredge was transferred on December 2, 1913, to Culebra Cut to help remove the Cucaracha Slide of 1913 that had completely blocked the Canal. The *Corozal* passed up through both the Miraflores and Pedro Miguel Locks and winched herself through the removable trestle portion of Bridge 57-1/2 located just north of Pedro Miguel Locks and began work on the south side of the Cucaracha Slide, following in the wake of the French ladder Dredge *Marmot*.

In March of 1914, it was decided to place the ladder dredge into the dry dock facility at Mount Hope on the Atlantic side for much-needed repairs and maintenance work. The *Corozal* was locked down through the west chambers of Gatun Locks on March 3, 1914 to the Mount Hope marine facilities where it was discovered that her draft was too deep to permit entrance into the dry dock. While attempting to lighten the vessel sufficiently to permit passage over the entrance sill of the dry dock an explosion occurred. The resulting damage necessitated the immediate dry-docking of the vessel so repairs could be made. A lock chamber was the only facility large enough to hold the *Corozal*. The upper east lock chamber at Gatun Locks was chosen because the upper chambers at Gatun

are the only chambers that can be completely drained by gravity. On March 17 the *Corozal* was placed into the upper east chamber joining the five US Navy submarines C1-C5 already undergoing repairs in that chamber. The Mount Hope dry dock was too busy to handle the five boats and too shallow for the *Corozal*. The west chamber at Gatun Locks had to be kept open to allow the passage of I.C.C. vessels between Gatun Lake and the Atlantic Ocean. The lock chamber was partially filled to permit the *Corozal* to be floated in while the five submarines with their ballast tanks flooded remained on the bottom of the chamber in their cradles. The chamber was subsequently dewatered and repairs were completed on all vessels by April 11th. The *Corozal* returned to her duties in the Cut.

The *Corozal* was the first vessel to use the new Dry Dock No. 1 at Balboa when she entered the facility for repairs to her hull on June 27, 1916. The dredge returned to duties in the Cut on July 1, 1916.

The *Corozal* is an ocean going vessel and she crossed over 12,000 miles of ocean to work on the Canal. Was she then the first ocean going vessel to use the locks and transit the Panama Canal? The SS *Allianca* is credited as the first ocean going vessel to pass through Gatun Locks on June 8, 1914. Didn't the *Corozal* pass through the same locks a few months earlier on March 3rd of that year?

August of 1914 marked transits by the Panama Line vessels the SS *Cristobal*, the SS *Panama*, and the SS *Advance*. Between August 3rd and August 11th these vessels made preparatory transits of the Canal prior to the official passage of the SS *Ancon* on August 15. The *Corozal* passed through the Canal between December 2, 1913 and March 3, 1914.

She did some work along the way and took much longer to complete the transit than the other vessels, but the *Corozal* did pass from one ocean to the other long before these other three ships.

Did the *Corozal* circumnavigate the continent of South America? She did sail from UK around South America to Balboa and then passed through the Panama Canal back to the Atlantic Ocean a few years later. Although she did not dock at Cristobal on the initial leg of this voyage, she did pass around the continent. In January of 1914, the ICC tugboat *Reliance* steamed through the Canal from Balboa to Cristobal completing a 10,000-mile journey begun in Cristobal when she was known as the tug *M.E. Scully*. The *Scully* towed 3 barges, needed only 40 miles away on the Pacific side, to Balboa via the Straights of Magellan in 126 days. The tug *Reliance* is credited with being the first vessel to circumnavigate the continent of South America. It appears the *Scully/Reliance* claimed this record a few months before the *Corozal*.

Finally, how many of you noticed the *Corozal* moored at the end of Dock 14 in Balboa Harbor while the SS General George W. Goethals and SS W.C. Gorgas are in Dry Dock No. 1? Examine the Canal Zone Scott No. 58, the 50 cent Dry-dock at Balboa stamp, and look for the *Corozal* in the upper right corner.



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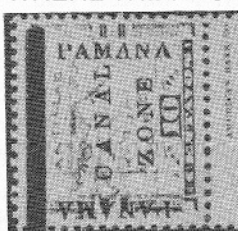
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